The Pittsburgh Commercial.

VOL. V. PITTSBURGH, THURSDAY MORNING, JUNE 18, 1868. NO. 238.

FIRST EDITION.

12 O'CLOCK, M.

WASHINGTON.

The National Currency Bill.

Surratt to be Tried for Treason.

Improvement of the Diplomatic Service.

Impeachment Investigation Concluded.

The Amendatory Bankrupt Law.

Special Dispatch to the Commercial.

WASHINGTON, D. C., June 17, 1868.

The National Currency Bill.

The National Currency bill passed by the Senate to-day has been exchanged since it was brought in by Mr. Sherman, that is to say a measure of that name somewhat resembling it, and will probably be accepted by the House without much opposition. The principal feature is a special tax for banks of redemption to pay to secure on deposits, which was the main one in the original bill, was killed by a decided majority. The section providing for twenty millions expansion in national currency was also defeated by a good vote, and in place supplied with a provision looking to a contraction of twenty millions circulation from the banks of the Eastern States to those of the Southern and Western States. The other actions mostly make some minor changes in the existing circulars. The fees of note cuts for their work were fixed at just half the rates reported by Mr. Sherman.

The Trial of Surratt.

John H. Surratt will not again at present be tried for being a party to the murder of the late President Lincoln, for the reason that the former trial proved to the satisfaction of all legal men that it is utterly impossible to get a jury of white men here to find him guilty on any account whatever. Efforts have been made to get a law passed allowing a change of venue to some other court, but Congress has thus far failed to act in the premises. The District Attorney has therefore concluded to abandon the charges of murder for the time being and the Grand Jury has found a new indictment, charging him with selling and uttering rebellion, and on which he will, if his counsel are ready, be tried at the term of court now in session. The new bill is found under the second section of the act of July 17, 1861, which provides that any person found guilty of engaging in or giving aid or comfort to rebellion shall in the discretion of the Court be fined not exceeding one thousand dollars and imprisoned not exceeding ten years, and be hereby disqualified from holding office. It is believed by the Administration that this grand jacket can be made so strong that no counsel will dare to raise a conflict other than that of guilty.

The Lake City Election.

The Circuit Court of the District to-day rendered known as Mayor of the city and gave validity to the removal of Bentley from the office of Corporation Counsel and the appointment of Cook in his place. The Court said that as it did regard for common sense would not allow it to refuse the election of Lloyd as Mayor and Bentley as Corporation Counsel. The people and not of Councils to elect a Mayor. The Corporations are small. Organized with the second. Lloyd and friends called on the President this morning to get him to vote the bill just passed about the affairs. He heard what they had to say, but made no promises. Lloyd has requested through the newspapers that all bills against the city be presented at once so that he may see to the payment of them during the time he is Mayor. He has also ordered all corporation work to be stopped and men in the employ thereon to be discharged because there is no money in the City Treasury to pay them.

Our Diplomatic Service.

The committee appointed for that purpose are about ready to report on the full reorganization of our diplomatic service. The bill will be accompanied by a long and carefully written report drawn up by Senator Patterson, of New Hampshire, by whom the bill originated. It is understood that the report will be very able, and will probably be brought into the Senate during the course of this week. The provisions proposed by Mr. Patterson is similar to those embodied in Sumner's civil service bill and looks to appointment and advancement through competitive examination. The report and accompanying bill will be printed, but no action will be asked for at the present session, as it is desirable to hear the views of the country on the measure before making it a law.

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A Pittsburgh Boy Killed on the Railroad.

Special Dispatch to Pittsburgh Commercial.

MARTINSBURG, June 17, 1868.

This morning about four o'clock the dead body of a boy about sixteen years old, supposed to be from Pittsburgh, was found on the track of the Pittsburgh, Fort Wayne and Chicago Railroad, about a half mile west of Lonas. It is supposed he was going West on one of the freight trains of said road, and fell off the train and was run over. There were no papers found on his person which would give those his place of residence or name, excepting a new Catholic prayer book. An ivory was held on his remains at 4 o'clock this afternoon in accordance with the above facts. No blame attached to the employees of the road.

STATE NEWS

A tool and shoe manufactory is about to be established in Bellefonte.

A destructive flood occurred in Millin county Saturday week. Houses, bridges, mills, warehouses, fences, crops, Mifflin and Centre Railroad, Juniata railroads, etc., sustained damage, the county banks, to the amount of $100,000.

Among the distinguished persons present at the dedication of the soldiers' monument at Nanticoke, were ex-Governor A. G. Curtin, Gen. A. L. Hough, Gen. Wm. Ross, Gen. Gustavus Sicher, L. D. A., and Gen. John R. Mellon, U. S. A.

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Hannibal Hamlin's Endorsement of the Chicago Nominations.

Speaking to ratify the nomination of Grant and Colfax was held in Portland, Me., on Friday evening. General George F. Shepley, one of the delegates from Maine to the Chicago Convention, presided, and speeches were made by General Hawley, ex-Governor Washburne, Hon. Hannibal Hamlin, and the Chairman. Mr. Hamlin, on being introduced as "the man who, but for an unfortunate dispensation of Providence, would have been at this moment the President of the United States," said that he merely took the stand to express his hearty approval of the nominations made at Chicago. He spoke of General Grant as a man whose strong common sense is better than genius. For a few years past we have had a little too much genius, and we shall [illegible] to come to the support of Grant in November as we came to his support in the field. We propose to elect him and are sure to do it. Of the candidate for the Vice Presidency, Mr. Hamlin spoke in the most generous and handsome manner, assuring his hearers that from several years of consort and intimate acquaintance with Mr. Colfax, he was prepared to say that he was a man to be trusted most unreservedly. Mr. Hamlin said that it was poor taste to refer to one's self unless there is a special reason for saying so, but he thought that for his identified in Andrew's civil service bill and looks to appointment and advancement through competitive examination. The report and accompanying bill will be printed, but no action will be asked for at the present session, as it is desirable to hear the views of the country on the measure before making it a law.

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SECOND EDITION.

6 O'CLOCK, P. M.

PHILADELPHIA.

The Sculling Championship.

Hamill and Coulter in Fine Trim.

Both Men Confident—Hamill the Favorite

Special Dispatch to the Commercial.

PHILADELPHIA, June 17, 1868.

The principal topic of conversation here today is about the great championship sculling match, to come off to-morrow on the Schuylkill, between James Hamill and Henry Coulter, of Pittsburgh. The report extensively circulated in Pittsburgh that Coulter was sick and unable to row was false. It probably arose from the fact that his trainer, Pat. Speer, has been lying ill for a few days past. The stakes are all up and the race is now certain. I visited Hamill and Coulter to-day, and found them in excellent condition for the race. In fact both look in better rowing condition than they ever did before, and both are confident of success. Hamill is stopping at Belmont Cottage, three miles up the Schuylkill, and Coulter at the Park Boat House, at Fairmount. Both have gone over the course daily in their boats, so they will be familiar with it to-morrow. The champion's weight now is one hundred and fifty-four and a half pounds, and that of the Manchester oarsmen one hundred and sixty-six and a half pounds. The principals met this afternoon at the Rialto House, Fairmount, for the purpose of selecting judges. Coulter appointed as his judges Chas Elliot, of Greenpoint, N. Y., and Chas. Stewart, of Allegheny, and Hamill selected James Scott, of Pittsburgh, with another to be appointed to-morrow morning. The judges will probably choose as referee Wm. Blakie, of Boston, formerly stroke oar of the Harvard crew.

Walter Brown and John Tyler, Jr., the New England champion, who are to row a three mile race for one thousand dollars over the same course as that by Hamill and Coulter to-morrow, arrived here yesterday, and are stopping at Belmont. The former weighs one hundred and sixty-one and the latter one hundred and fifty-eight pounds. Both went over the course to-day in sculls. The Brown and Tyler race will take place at one o'clock, and Hamill and Coulter's at two. The former two will row in paper boats, and the contestants for the championship in cedar boats.

A large number of Pittsburghers arrived today to witness the races, among whom were John Hamill and Joe Kaye, Jr., the young oarsman. Large delegations are also present from the East, Denny Leary, John Biglin and Young Randall, of Maine, who rowed for the New England championship, being among the number. It is expected that the trains in the morning will bring a large crowd from New York, besides many more from Pittsburgh, to the race, and thousands will line the shores of the Schuylkill to witness the contest. Not much betting has been done here yet, but Hamill seems to be the favorite at odds of one hundred to seventy-five. The champion appears to be most fancied by Pittsburghers and Philadelphians, and his friends are the most numerous, though the Manchesterians and most of the New Yorkers signify an intention of going their pile on Coulter before the race comes off.

Little or no betting will be done on the Brown and Tyler race, as Boston are entertained of its being a fair one.

J. N. H.

To Western Associated Press.

PHILADELPHIA, June 17.—Crowds of stranger, have arrived to witness the rowing match for the championship to-morrow between Hamill and Coulter. The latter is now at 100 pounds, and Coulter at 108. The betting is 100 to 80 on Hamill.

CHICAGO.

The Sangerfest of North America.

CHICAGO, June 17.—A large portion of the city presents a gala appearance to-day, in honor of the Sangerfest. Along North Clark street, from Bridge to Turner's Hall, there is not a house which does not bear evidence of joy on the part of the inmates that the fest has at last arrived. Every window and every doorway is adorned with floral wreaths, and bears inscriptions manifesting enthusiasm. State and Wells streets, where Germans do most abound, on Randolph and Madison streets on the West side, are brilliant at night. Generally a gasthaus or lager beer saloon but has its tribute to the singing brotherhood. Along Lake, Randolph and Madison streets are trimmed with combined colors of the Vaterland and United States. The stars and stripes are often seen along side the old German black, red and gold, and the new colors of the North German Confederation. Turners' Hall, Uncle's Hall, Wabash Avenue Rink and other halls are decorated in the most handsome manner. Societies from abroad have been arriving since early this morning, and other large delegations from the East will arrive this evening. The train which arrives from the old country who were expected at 8.30 this morning will not arrive until to-morrow, on account of the long detention they experienced in Ohio, in consequence of the destruction of the railroad bridge near Lima.

At eight o'clock this evening a grand procession was formed at Turner's Hall, and marched to Wabash avenue. The procession was half an hour in passing a given point, and contained several bands. It was profusely interspersed with the stars and stripes throughout, and was passed were crowded with people. At the Rink the singers were welcomed by Mayor Rice in a brief speech, after which the formal reception took place. The Rink was then crowded with five hundred voices, composed of Chicago societies, and the orchestra of seventy pieces. After the concert a grand torchlight procession will be formed, which will march through the principal streets to headquarters. The evening will be spent in social gatherings at Turner's Hall, Deutche's Haus, Uhlrich's Hall, and other headquarters of the local societies.

The Navajo Indians.

A treaty of peace has been entered into with these Indians, by General Sherman and Col. S. F. Tappen. The tribe numbers nearly 8,000 souls. The treaty provides for their early removal back to their former country in the mountains on the head waters of the Rio San Juan, within the boundaries of the proposed Territory of Navajo. The Indians are perfectly beside themselves with joy at the prospect of soon returning to their old homes in the mountains, from which they were forcibly driven by the officer then commanding this Department. To our disgrace as a nation, we fought these Navajo Indians thirteen years, deserved all their property, drove them from their homes, put them here as in a prison, merely to enable the Mexican population to kidnap and enslave their women and children—we did all this on the side of the kidnapper—punishing the Indians—killing them—reducing them to imprisonment and the most abject poverty by defending their homes from the thieves in the meantime we should have honored and rewarded each action. Now justice is being done to these long suffering and outraged people. In the fall of 1864 President Lincoln advised all civil and military authorities of this territory, to do all in their power to release the Navajo Indians from [illegible] and bondage, when was attempted, but the Indians refused to leave their children are held in captivity by some of the Mexicans, notwithstanding the Congress making it a criminal offense to do so. As General Sherman, with a map spread out before him, pointed out the proposed boundary of the Navajo Reservation in their old country, and explained to them the purposes of our Government to give them a country and a home, and provide them with means of supporting themselves, the eyes of the old Barboncito became moist, his lips trembled, the blood flushed his face, his nerves quivered, and his whole frame shook with the deepest emotion. Suddenly he started from his seat, threw his arms around the General, and with an eloquence far surpassing any ever claimed, "Do this for my people and we will look upon you as our father and as our mother. We shall never be able to now that you are a good." It was a proud moment for our hero—he who marched down to the sea, broke the back of the rebellion, and saved his country. Now, way out in this wilderness, vindicating in his treatment of the Indians the honor and good will of our Government, providing a future and a home for the suffering and the destitute.

Capture of a Horned Whale.

A most extraordinary sea monster, a regular ringed streaked and striped devil fish, was captured in Charleston Harbor, on Friday, by the crew of the United States steamer Pontoosuc. One of the men feeling a bite, thought that he would play his fish awhile, and then draw it in, but to his terror and disgust, and that of his brother fishermen, a huge monster, such as they had never before seen, leaped into the boat, and was so savage that they were compelled to kill it in self-defence. It was nine feet four inches in length and five feet ten inches in breadth: had a square head, with large square eyes, and was spotted on the back, with a white belly.

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EUROPE.

BY THE ATLANTIC CABLE.

King Leopold to Review Farragut's Squadron.

Report on French Budget.

Plot to Involve Prussia and France in War.

General Amnesty from the Pope.

Interesting Debate in Parliament.

Irish Church Bill Passed to Third Reading.

Review of Farragut's Squadron.

BRUSSELS, June 17.—Admiral Farragut has invited King Leopold to review the squadron under his command. The King has accepted the invitat on, and the review will take place at an early day in the harbor of Ostend.

Peace.

PARIS, June 17.—In the ministerial report on the budget, reference is made to the general arming represented to be going on in Europe. The report declares both the people and government of France desire peace, and there is now no evidence that the existing state of tranquility throughout Europe will be disturbed.

North German Budget.

BERLIN, June 17.—In the North German Parliament to-day, the entire budget was adopted.

Plot Discovered.

A report is in circulation that certain important papers have been discovered in Silesia, which reveal the existence of a plot to involve the lesser European powers with France in war against Prussia.

Royal Visit.

King William has gone to visit Hanover for the first time since the late war with Austria.

Amnesty.

LONDON, June 17.—Dispatches from Rome, dated the 15th, state that the Pope intended to issue a general amnesty to political offenders on the anniversary of his ascension to the Holy see.

From Ayssinia.

English journals publish a telegram from Zoula, Abyssinia, dated June 2d. All the troops of the expedition, except a body of cavalry, have left Zoula to embark for Bombay. Gen. Sir Robert Napier was to leave on the 12th.

Parliament.

In the House of Commons on Tuesday night, an interesting debate took place on the petition of the people of Nova Scotia against the Canadian act. Mr. Bright moved that a commission be appointed to inquire into the causes of discontent in Nova Scotia in regard to the operation of the act of confederation. Mr. Bright supported his motion with a speech, in which he declared an investigation into this matter would not be otherwise than advantageous. If refused, the people of Nova Scotia would feel they were the victims of a policy with which they did not and could not sympathise. Such a refusal would increase the hostility to Canada and estrange them from England, and give them a powerful stimulus to their sympathy with the United States. Justice to the people of Nova Scotia and generosity to the United States demanded this inquiry. The Ministry would be greatly to blame should any untoward event result from a refusal to grant this demand.

Mr. Wm. E. Baxter, member for Montrose seconded the motion made by Mr. Bright.

Right Hon. C. D. Adderly, Under Secretary of the Colonial Department, replied for the Government. He acknowledged that discontent prevailed in the province of Nova Scotia. He took occasion to deny the correctness of a statement made by Mr. Bright in a speech made on the 15th of May, to the effect that the passage of the Canadian union act in Parliament was not final, but merely preliminary to the act of the Legislature of each of the Provinces concerned. The appointment of this commission, he said, would be a great evil, and be considered an insult by the Dominion of Canada. He informed the House that steps had been taken by the Government to allay the present feeling in the Northern American Provinces. He said this feeling was not so bitter as represented, for the acts of the Canadian Parliament had since been approved by Nova Scotia, and whatever discontent still existed would probably disappear, as the people of that province had no reason to apprehend an increase of taxation or expense.

After further discussion a division of the House took place on Mr. Bright's motion, resulted: for a commission, 87; against, 180; majority against, 93.

Later in the evening the Irish Church appointments supervisory bill was passed to a third reading.

The Suez Loan.

PARIS, June 17.—The Corps Legislatif yesterday gave their assent to the proposed Suez loan.

Steamer Disabled.

LIVERPOOL, June 17.—The steamer Siberia, bound to New York, was compelled to put back to this port in consequence of a broken shaft.

London Money Market.

LONDON, evening, June 17.—Consols for money and for account 94¼@94⅜; bonds 73; Illinois 90¾; Erie 40¾.

U. S. Bonds at Frankfort.

FRANKFORT, June 17.—Bonds 87½.

Liverpool Markets.

LIVERPOOL, June 17.—Cotton—Sales 15,000 bales; uplands 12½; Orleans 12¾@13d. Breadstuffs firm. Refined petroleum is 6d; spirits 50; tallow 46; rosin 7s.

Antwerp Petroleum Market.

ANTWERP, June 17.—Petroleum is quiet at 47 francs

The Home of General Grant.

The home of General Grant is an agreeable one to the visitor, and plainly shows the nature and taste of the occupant. Tall walnut bookcases surround three sides of the library. Everything relating to the business of war is there, and histories in abundance. The usual display of fiction, essays, biography, philosophy and works of general information and reference, line the shelves. On the mantel is a cigar stand, a bronze statuette of a drummer, and another of a bugler. Engravings of Washington, Lincoln, Sherman and Sheridan, and several photographs of Rogers's statuettes, are the only pictures in the room. Easy chairs and lounges are placed carelessly about the room, and the library is without doubt the most cheerful and inviting apartment in the house.

A miniature saddle and its trappings in bronze and silver is fastened to cross sabres of the same metal. A bronze drum rests beside a stack of cavalry muskets; a cigar case from the home of Burns; a half dozen curiously formed and elaborately decorated pipes and cigar holders; powder horns, mounted in gold and silver, each having its separate history, and a hundred rare little articles of art adorn the tables and mantles. On a side table in the house are the five military commissions of Colonel, Brigadier General, Major General, Lieutenant General and General, with the parchment of brevet ranks which Grant has received. Some very costly albums, prayer books and Bibles are upon the table. An oil painting of Sheridan and one of McPherson are prominently hung in the parlors, and a marble bust and an engraving of President Lincoln are also conspicuous.

Prussia and France.

The German journalist, Bamberger, who is also one of the most eminent members of the Customs' Parliament, describes in a letter to his constituents the opinions of Bismarck relative to a war with France.

It is a fact well worth knowing that the Prussian Premier is opposed on principle to a war with France, as he considers it would lead to a most lamentable disturbance of the development of Germany, and as, moreover, he believes that a victory, however brilliant, could only be purchased by the greatest sacrifices, since the French people would be rendered more jealous than ever of the Germans by defeat, and seek to retrieve the losses of one campaign by a second. There are many people who hold that Bismarck has made two great mistakes; first, in accepting the line of the Main at Nikolsburg rather than invade Prussia in a war with France; and secondly, in not attacking France apropos of the Luxemburg question, when Prussia was far superior to her rival both in armaments and military organization. But I think these two mistakes—if such they were—are in any case much to his credit as a skilful and ready statesman. Nor do I believe Count Bismarck wrong in holding to the principle that a war between the two nations is the greatest of all the calamities that threaten us, and that so long as it is not proved to demonstration that such a war is inevitable, it is our first duty to prevent it and allow Europe time to free herself from the circumstances whence such a danger arises.

Washington specials state that the Reconstruction Committee held two sessions yesterday, the subjects under consideration being the division of Texas and the best means of securing the adoption of the Virginia Constitution.

REAL ESTATE IN NEW YORK.

Large Figures—Growth of the City.

A New York letter contains some interesting facts about real estate, its price and the growth of the city, from which we quote as follows:

Since the first of May some of the largest real estate dealers have been aggregating the business they have done since January 1st, and the result is that Messrs. E. H. Ludlow & Co. report their sales at $2,522,125; Mullen, Wilkins & Co., $7,312,000; Homer Morgan (private sales), $7,000,000; Johnson & Miller, (Brooklyn unimproved property), $3 366,704.

One of our heaviest dealers remarked to me yesterday that a mania seemed to have taken possession of all classes of our citizens to purchase real estate this season, and that hundreds of sales had been made at prices that can never again be realized at auction.

Early in the winter the owners of all kinds of buildings began their annual talk about the advance in rents, and we were informed by the editors of the weekly estate journals that those who wished to obtain for another year the property of which they were tenants, must pay higher rates. Some thriving business men whose leases expired on May 1st, renewed them at greatly increased rates, but more hesitated, announced their determination to move into cheaper houses, or reduce their business to the capacity of cheaper stores, and many conceded to close up their affairs altogether, and invest their capital in real estate or stocks. Before moving day many compromised with their landlords, but after that day there was a sudden dropping that surprised many property holders as much as it did many of their number to find themselves without tenants. Fifteen hundred houses are now in process of erection or have recently been completed, and there are at least as many more now standing empty. These last comprise principally expensively furnished dwellings, and the more costly class of those that are unfurnished, wholesale stores below Canal street of which the rent has been from $25 000 to $50,000 a year, storehouses on the extreme lower end of the island, and buildings of a miscellaneous character for which the owners or agents refuse fair rentals. Many who have bought recently at high prices and have encumbered themselves with heavy mortgages are already beginning to feel the weight of the burdens they have undertaken, and large sums will be sacrificed between this and fall.

The sales at the exchange yesterday were of unusual interest. The Barnum's Museum property on Broadway near Spring street, to which the great showman transferred his "500,000 natural curiosities," his "fat woman, wonderful living skeleton, beautiful Circassian girl, lightning calculator, gorilla," etc. etc., after the Art stores fire, and which your readers will all recollect was again destroyed (the buildings) last winter, was sold to Mr. Peter Gilsey for $402,000. Before Mr. Barnum moved there, the place was known as the Chinese Museum or Assembly Rooms, and was occupied as a kind of dancing saloon. When the Museum company moved there they took it at a yearly rental of $50,000, while the title was offered them for $300,000. It was subsequently sold and resold, each time at an advanced price, till it was finally purchased by Mr. Barnum a few months before the last fire for $460,000. The property comprises a plot 75 by 200 feet. Besides this, two valuable pieces of country real estate, the country seat of the late De Forrest Palmer in Hempstead for $42,500 and Livingston Manor in Hudson, New York, for $50,000.

General Grant.

[From the Hon. H. C. Deming's Life of Grant.]

Nature endowed him with a strength of will; an equable temper, a sound, practical, well balanced understanding; and nature has contributed to develop and foster these natural endowments. From his West Point education he derived substantial and useful knowledge, and discipline which scientific and mathematical study imparted to an intellect whose temper was for hard service rather than glittering display. His experience in the Mexican war, in frontier life, and in rough civil employment, invigorating his practical resources, familiarized him with the various phases of American character, and trained him in the homely tasks of American life. His hard labor in the civil war strengthened and nerved the sturdy vigor of his understanding and will, endowed him with that self-reliance which can only be acquired in its plenitude by the habitual mastery of those difficulties which are pronounced insurmountable. His varied commerce with the world, and the vicissitudes of his career, have made him thoroughly acquainted with men, and he is not easily beguiled or deceived. His stanch and stalwart independence of purpose which is not pliant to the purposes of others. There is in him nought of that vacillation or oscillation which is fatal to all ear

The Daily Commercial

THURSDAY JUNE 18, 1868.

THE COMMERCIAL is the largest daily paper in the State, and gives daily one fourth more reading than any other paper in Pittsburgh. It is the only Pittsburgh paper that runs the telegraph shorthand, gives full market reports, and all the news of the day.

In point of the estimable interest on the market reports of the COMMERCIAL, we will state that two are regularly copied by the New York Economist—Shipping List, Iron Age, and other papers of that character in that and other cities, and that leading English commercial papers and agencies occasionally express them with credit. There is either the two hundred sales, hardly an Iron Factory, Oil Refinery, or mining manufactory of any kind that is not a subscriber to the COMMERCIAL, principally, because its reports are the only full and reliable ones in the Pittsburgh market.

National Union Republican Ticket.

FOR PRESIDENT,

ULYSSES S. GRANT.

FOR VICE PRESIDENT,

SCHUYLER COLFAX.

FOR AUDITOR GENERAL OF PENN'A.

JOHN F. HARTRANFT.

FOR SURVEYOR GENERAL OF PENN'A.

JACOB M. CAMPBELL.

CONGRESS—THIRD DISTRICT.

JAMES K. MOORHEAD.

PRESIDENTIAL ELECTORS.

At Large.

G. Harrison Graham, of Philadelphia.
Thos. M. Bowman, of Pittsburgh.

District.	District.
1. W. D. Lewis,	13. Samuel Shoe,
2. W. A. Duffield,	14. H. F. Waynesville,
3. Benjamin Matthias,	15. Glenn H. Miller,
4. G. W. Hill,	16. George W. Kelly,
5. Henry F. Wolff,	17. John Stewart,
6. J. H. Bringhurst,	18. C. C. Gramwell,
7. Thomas G. Pearson,	19. Wm. Elliott,
8. Isaac Eckert,	20. C. C. Johnson,
9. Morris Hooper,	21. J. K. Long,
10. David M. Reed,	22. Wm. Penn,
11. Wm. Darte,	23. J. S. Rhone,
12. W. W. Knoblock,	

COUNTY TICKET.

SENATE—JAMES L. GRAHAM.

ASSEMBLY—GEORGE WILSON, WILLIS A. HUMPHREYS, VINCENT WILLIAMS, JAMES TAYLOR, SAMUEL ELIS, GEORGE F. MORGAN.

DISTRICT ATTORNEY—ALFRED L. PEARSON.

JUDGES DISTRICT ATTORNEY—I. R. BLACK.

COUNTY COMMISSIONER—HENRY LAMBERT.

COUNTY COMMISSIONER, — ANDREAS BURKE.

COUNTY SURVEYOR—S. L. MCCLEE.

DIRECTOR, — JAMES E. G. WEIRICK.

THE peaceful entrance paid to Dickens, the eminent novelist, are being outgrown by the people of England to Lotz-ensteen, the American poet—and the world goes, for whatever the Anglo-Saxon tongue is spoken, the writings of Lotz-ensteen are appreciated. These reciprocal ties will tend to harmonize the control feelings of the two people.

THE appointment of Reverdy Johnson, as Envoy to England has given great satisfaction in that country. The press is loud in praise of the selection, which it characterizes as judicious and acceptable. The American people feel that Mr. Johnson is eminently adapted to the position he has been called to fill, and that the dignity of the nation will not suffer by his representative character.

WARNER and Sherman are the two orators that Congress will lighten on at once. This decision has rather discomfited the fiery thrones of the Whisky Ring in Washington, who rather thought they possessed the open sesame to do what they pleased. It pays the gang as well to allow matters to remain as they are, that we are not surprised at the anxiety they manifest to keep the fiery on whisky as it is.

MR. SEWARD has gone to Auburn. If he has the faith to repair relief, and by addressing his neighbors and townsmen, speak to the people on the leading topics of the day. On several occasions those attendances of Mr. Seward have been chief of with much interest, and they have sometimes had no little influence on the popular mind. Has Mr. Seward, this time, gone to Auburn for such a purpose? If so, what will he say? He has gone not in search of health, for at the present time that is said to be unusually good.

CONSIDERING the position which the Democrats are having about a Presidential candidate, we venture to make a suggestion which, if adopted, will have a happy effect in settling themselves upon the true line. Our suggestion is, that all the other candidates shall withdraw in favor of our esteemed townsman, Gen. Thomas W. Cox, whose name has been mentioned for both the first and second positions. Of the General's entire political soundness, there never was any question. So that on that score the party would have clear sailing. Nor is there any question about his being equal in capacity to the exalted position. If good men confer we might say that he is one of the most successful railroad managers in the country, and, we ask, do not the Railroads assert their control over everybody and everything, whenever they are antagonized? Moreover, the General has the proper amount, and, we think, the right kind of ambition, and no one questions that his administration of the Government would be worthy of the best days of the Republic. He have a good name in every respect—one that the country has long honored, and has honored the country. Furthermore, he comes of good stock—the original Cox stock, and has the true blood in him. We don't think he could carry Pennsylvania, but he would do it, Carey one could against Cox. We don't believe he could be elected, nor do we believe any one can against Cox. But the party would have the advantage of having a respectable candidate—one with whom labor even would be honorable, and, as we view matters, is about all the Democrats can hope for.

IMPORTANCE OF THE VICE PRESIDENCY.

Complaint is often made of the little value attached to the office of Vice-President. So long as a President lives and has no necessity to relinquish his power, a Vice-President has little to do in connection with the importance of the office. Recollections of Mr. Jefferson's bill for reforming the civil service, would give a specialty to the office of Vice-President not now possessed. That bill proposes the appointment of commissioners to examine applicants for office, and makes the Vice-President the head of the Board. Thus, the Vice-Presidency would be clothed with power superseding all offices, and influence in educational powers displayed by office holders would amount to the accumulation in the person. This view, a just one, invests the Vice-President with responsible power, and any departure from the strictly educational and engaging in politics would be resented, and not fail to result in the responsible head of the Government.

We have observed the value of the bill. Recollections the Vice-Presidency would be two-fold, necessitating the Vice-Presidency to be filled by an educational man, imparting and sharing the responsibility of government in the administration after with the Chief Magistrate, for the President would give the position serious regard to the Report of Executive Work.

The position of office of a Board of Executive, Mr. Greeley is eminently qualified. His liberal, learning, experience, keen intelligence would have a great influence in the Government at the decease of the Vice-President to succeed to the office. There would be no wandering in the countenance at the assembling of Congress.

The Daily Commercial

SPECIAL NOTICE.

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THE ABYSSINIAN EXPEDITION.

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The Eastern Exchange Hotel,

CRESSON SPRINGS.

MOUNTAIN HOUSE.

Liverpool and Queenstown.

The Inman Line Mail Steam-ships.

REDUCED RATES.

JULIAN ALLEN,

HAVANA, YARA, AND LEAF TOBACCO,

SEGARS,

DANIEL F. DINAN,

CRAIG BROTHERS,

Brass Founders,

CEMENT! CEMENT!

Phenix Hydraulic Cement.

How to Treat the Hair.

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OLIVER McCLINTOCK & COMPANY,

23 Fifth Street.

JUST RECEIVED.

Nottingham Curtains,

SWISS LACE CURTAINS,

REAM AND WOOD

CORNICES,

The Newest and Most Fashionable.

AT THE LOWEST PRICES.

McFARLAND & COLLINS,

CHINA MATTING

CARPETS,

MATTINGS,

JUST IMPORTED.

All Wool Ingrains,

Prices the Lowest in this Market.

McCALLUM BROS.,

GROCERIES, &c.

PURE CIDER VINEGAR

JAS. CONNOR.

Wholesale Grocers,

Stock of Groceries,

WM. MILLER.

CITY ADVERTISEMENTS.

WATER PAPER AND STOP

Dr. Sargent's Backache Pills,

BANKS AND BANKERS.

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Capital, - $400,000.

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FOR GENTLEMEN.

Gloves, Hosiery,

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PERFECT FITTING

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HARRIS SEAMLESS KIDS.

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BRASS FOUNDRY AND STEAM PUMP WORKS.

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FINISHED BRASS WORK.

PUMPS OF ALL KINDS.

WHITE ROCK SAND

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SILVER LAKE ICE.

Pure Spring Water Ice,

For Sale by all Druggists.

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WHITE LEAD WORKS,

WHITE LEAD, RED LEAD, LITHARGE AND ZINC.

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97 AND 99 THIRD STREET,

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RAILROAD FISH BARS AND BOLTS;
RAILROAD CAR WHEELS AND AXLES;
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MACHINE AND PLOW BOLTS;
WROUGHT IRON HINGES;
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BRIDGE BOLTS AND CASTINGS;
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COAL CAR WHEELS AND AXLES;
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THE BEST PRESSED BRICK EXTANT.

Works Adjacent to the City Farm.

Office, over the People's National Bank of Pittsburgh, corner of FIRST and WOOD STREETS. Office hours from 8½ to 9 A. M.

H. DICKSON, President.

W. W. BURCHFIELD, Vice Pres. and Treas.

NE PLUS ULTRA

Fire-Proof Paint Works.

THOMAS, HARRIS & CO.,

Cor. of Morris street and Allegheny Valley R. R., PITTSBURGH, PA.

MANUFACTURERS OF

PATENT FIRE-PROOF PAINT,

For Steamboats, Railroad Cars, Bridges, and Houses, Tops

THOMAS CARLIN & CO.,

FOURTH WARD FOUNDRY AND MACHINE WORKS,

SANDUSKY ST., Allegheny city, Pa., manufacturers of Steam Engines, Pulleys, Shafting, Gearing, saw Mill Work, Rolling Mill and Machine Castings, Grate Bars, Weights, Wagon Boxes, &c. Build to order and have on hand Engines of all sizes.

PITTSBURGH FLINT GLASS WORKS—Established 1808.

BAKEWELL, PEARS & CO.

Factory, BINGHAM STREET, Birmingham. Warehouse, 31 and 33 WOOD ST., Pittsburgh.

J. P. PEARS, B. BAKEWELL, JR., B. S. CAMPBELL, J. W. PAUL.

STEEL MANUFACTURERS.

LA BELLE STEEL WORKS

REITER & CO.,

MANUFACTURERS OF

Every Description of Steel.

SPRINGS, AXLES AND STEEL TYRE, CUTTER BARS, RAKE TEETH, &c., &c.

Office, SECOND FLOOR, NO. 95 WATER ST., Pittsburgh Pa.

PITTSBURGH STEEL WORKS

[ESTABLISHED IN 1845.]

ANDERSON, COOK & CO.

Manufacturers of Every Description of

STEEL,

BEST REFINED TOOL STEEL.

Mill, Mulay, Circular, Gang and Cross Cut

SAW PLATES.

Spring, Cast and German Plow and Blister Steel, Shovel, Hoe, Fork, Rake and Cotter Steel, Locomotive and S. R. Car Springs; Bl. Spring Steel and Frog Points, Sleigh Shoe and Sleigh Shoe Steel, Spring Steel Tyre, Plow Wings, etc.; Oil Drill Steel.

OFFICE AND WORKS,

Cor. ROSS AND FIRST STS., Pittsburgh Pa.

HUSSEY, WELLS & CO.,

MANUFACTURERS OF

ALL DESCRIPTIONS OF

CAST STEEL.

OFFICE AND WORKS,

Cor. Penn and Harrison sts., Fifth ward.

PITTSBURGH.

SHEFFIELD STEEL WORKS.

SINGER, NIMICK & CO.,

Manufacturers of every description of

STEEL.

BEST CAST STEEL,
CAST AND GERMAN PLOW STEEL,
PATENT ROLLED SAW PLATE,
RAILWAY SPRINGS, AND SPRING STEEL,
ELLIPTIC AND SIDE SPRINGS,
AXLES, STEEL TIRE, &c., &c.

83 WATER and 100 FIRST ST., PITTSBURGH, PA.

BLACK DIAMOND

STEEL WORKS.

PARK, BROTHER & CO.,

Manufacturers of all descriptions of

STEEL.

OFFICE AND WAREHOUSE,

120, 122 and 124 SECOND, and 119 and 121 FIRST STREETS, Pittsburgh.

GLASS MANUFACTURERS.

ESTABLISHED 1830.

GLASS. GLASS.

PHŒNIX, SLIGO, PITTSBURGH AND EMPIRE GLASS FACTORIES.

WM. M'CULLY & CO.,

MANUFACTURERS OF

WINDOW GLASS AND DRUGGISTS' GLASSWARE.

Also, WINE, PORTER AND MINERAL WATER BOTTLES.

Office, 18 and 20 WOOD ST., Pittsburgh, Pa.

P. S.—We make a specialty of the manufacture of FRUIT JARS, made with Cork, Tin Top, and the most desirable Self-sealers in the market.

JAS. B. LYON & CO.,

MANUFACTURERS OF FINE PRESSED

FLINT GLASS WARE,

WAREHOUSE, NO. 116 WATER ST.

FIVE DOORS BELOW MONONGAHELA HOUSE.

PITTSBURGH, PA.

WM. HOLMES ..... JAMES IRWIN,

JAMES IRWIN & CO.,

MANUFACTURERS OF

OIL OF VITRIOL AND AQUA AMMONIA,

Office, No. 15 MARKET STREET,

Pittsburgh, Pa.

HARDWARE.

HARDWARE.

BUILDERS' HARDWARE,

CABINET MAKERS' HARDWARE, MACHINISTS' TOOLS

JOS. WOODWELL & CO.,

IMPORTERS AND WHOLESALE DEALERS IN

ALL DESCRIPTIONS OF

Hardware,

CORNER OF WOOD AND SECOND STS.

PITTSBURGH, PA.

IMPERIAL

FRENCH VINEGAR.

This Vinegar is A SUPERIOR ARTICLE, and is WITHOUT A RIVAL in the world. It received the GOLD MEDAL at London in 1862, and at PARIS in 1867 for its general excellencies. It is imported only by

BOLLMAN, BECK & CO.,

No. 307 LIBERTY STREET.

For sale at all first class Grocery Stores. One trial will demonstrate its first-class worth. Pronounced by best in the world. It is easily doubled to strength of all other Vinegars.

RAILROADS.

PITTSBURGH, FT. WAYNE AND CHICAGO R. AND CLEVELAND AND PITTSBURGH RAILROADS.

From JUNE 7th, 1868, Trains will leave (sun and arrive at the Union Depot, North Side, Pittsburgh, City time as follows:

Leave.		Arrive.	
Chicago Exp.	2:03 a m	Chicago Exp.	2:00 a m
Cleveland Ex.	7:05 a m	Cleveland Ex.	6:30 a m
Chicago Ex.	7:00 a m	Chicago Ex.	11:45 a m
Mail	8:45 a m	Wheeling Ex.	11:00 a m
Cleveland Mail	6:55 a m	St. Louis Ex.	7:10 p m
Steubenville Ex.	9:1 a m	Cleve & Whg Ex.	4:15 p m
Cleve & Whg Ex.	1:45 p m	Pitts & Erie Ex.	6:40 p m
Chicago Ex.	4:30 p m	Cleve & Erie Ex.	9:45 p m
Whg & Erie Ex.	4:45 p m	Chicago Ex.	9:45 p m
Fast Line	7:00 p m	Cleve & Whg Ex.	7:30 p m
Depart from Allegheny.		Arrive in Allegheny.	
N. Brighton Ac.	8:55 a m	N. Brighton Ac.	7:50 a m
Leetsdale Ac.	10:33 a m	N. Brighton Ac.	9:45 a m
Leetsdale Ac.	11:58 a m	Wellsville Ac.	10:45 a m
Rochester Ac.	3:23 p m	N. Castle Ac.	10:13 a m
Wellsville Ac.	3:43 p m	Leetsdale Ac.	4:30 p m
Leetsdale Ac.	6:43 p m	Leetsdale Ac.	9:13 p m
N. Brighton Ac.	5:05 p m	N. Brighton Ac.	6:13 p m
N. Brighton Ac.	6:28 p m	Leetsdale Ac.	4:13 p m
Leetsdale Ac.	10:33 p m	Leetsdale Ac.	7:28 p m

Sa—1:58 P. M. Chicago Express leaves daily.

Sa—11:33 A. M. Chicago Express arrives daily

P. K. MYERS, General Ticket Agent.

PENNSYLVANIA CENTRAL RAILROAD.—On and after JUNE 7, 1868, trains arrive and depart from the Union Depot, corner of Washington and Liberty streets, as follows:

Arrive		Depart	
Mail Train	1:15 a m	Day Express	2:45 a m
Fast Line	1:40 a m	Wall's No. 1	5:00 a m
Wall's No. 1	6:40 a m	Mail Train	7:50 a m
Lafayette Ac.	8:50 a m	Cincinnati ex	11:50 a m
Wall's No. 2	8:50 a m	Wall's No. 2	11:50 a m
Cincinnati Ex.	9:10 a m	Johnstown Ac.	3:00 p m
Johnstown Ac.	10:10 a m	Braddock's No 1	4:00 p m
Baltimore Ex.	1:00 p m	Phila. ex.	4:50 p m
Phila. Ex.	1:40 p m	Wall's No 3	6:00 p m
Wall's No. 3	3:15 p m	Wall's No. 4	6:05 p m
Braddock's No 1	5:50 p m	Fast Line	7:40 p m
Wall's No. 4	7:15 p m	Latrobe Ac.	8:50 p m
Allegheny Ac. and Express	9:30 p m	Delaware and Express	10:30 p m

The Church Trains leave Wall's Station every Sunday at 9:15 a. m. reaching Pittsburgh at 10:05 a. m. Returning leaves Pittsburgh at 3:00 p. m., and arrives at Wall's station at 4:00 p m.

Cincinnati Express leaves daily. All other trains daily except Sunday.

For further information apply to

W. H. SPEAR WITH, Agent.

The Pennsylvania Railroad Company will not assume risk for baggage, except for Wearing Apparel, and limit their responsibility to one Hundred Dollars. In value. All baggage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Sup't, Altoona, Pa.

JOHN HEATH.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY. PANHANDLE ROUTE.

CHANGE OF TIME.

On and after SUNDAY, May 10, 1868, Trains will leave and arrive at Union Depot, Pittsburgh, as follows:

PITTSBURGH TIME.

	Depart.	Arrive.
Mail Express	9:15 a m	4:35 p m
Fast Line	9:40 a m	7:5 p m
Fast Express	1:50 p m	11:40 p m
Mail Express	4:10 p m	7:20 p m
Mail Express	5:50 p m	3:05 a m
Steubenville Accom'n	3:50 p m	9:0 a m
McDonald Accom'n No 2	5:25 p m	9:0 a m

SPECIAL NOTICE—Sunday Express leaves at 1:50 p m, arriving in Cincinnati at 6:00 a m next morning.

No. 1, 2:40 a m Train leaves Pittsburgh for Cincinnati, runs daily except Monday's excepted, and makes close connections at Mansfield and Newark for Zanesville and points on Sandusky Mansfield and Newark Railroad.

W. W. CARD, Supt. S. F. SOULE, General Ticket Agent. Supt. Steubenville.

WESTERN PENNSYLVANIA RAILROAD.—On and after May 10, 1868, the Passenger Trains on the Western Division of the Railroad will arrive at and depart from the Federal Street Depot, Allegheny City, as follows:

Arrive.		Depart	
Springdale Accm.		Mail	6:15 a m
No. 1	6:35 a m	Freeport Ac No 1	9:10 a m
Freeport Ac No 2	8:15 a m	Springdale Ac	11:30 a m
Express	10:15 a m	Express	1:50 p m
Indiana Ac No 1	1:25 p m	Springdale Ac	3:30 p m
Freeport Ac Nos 3	4:10 p m	No. 1	3:50 p m
Mail	3:50 p m	Freeport Ac No 2	6:05 p m
Springdale Accm.		Springdale Accm.	
No 2	7:10 p m	No. 3	7:30 p m

Above trains run daily except Sunday.

The Church Train leaves Allegheny Junction every Sunday at 2:30 A. M., reaching Allegheny City at 9:50 A.M. Returning, leaves Allegheny City at 1:30 P. M. and arrives at Allegheny Junction at 3:45 P. M.

Connection Tickets—For sale in packages of twenty, between Allegheny City and Springdale, Harrison, Bennett, Pine Creek, Etna and Sharpsburg, good only on the trains specified, and not transferable.

Through Tickets, reading Allegheny City at 6:15 A. M. and Trains leaving Pittsburgh at 7:30 A. M., make direct connections at Freeport with the Buffalo, New York and Philadelphia Express for Butler and Intermediate Stations, and at Kittanning Junction with Walker's Line of Stages for Kittanning, Ellenboro, Smicksburg, &c. Passengers may be purchased at the depot, Fifth avenue, Through Tickets to Suspension Bridge, Niagara Falls, Rochester, Buffalo, Dunkirk, Erie, Cleveland, Toledo, Detroit, Chicago, Milwaukee, St. Paul, and all the principal points in the North-West, may be purchased at the office of the Company, No. 3 St. Clair street, Pittsburgh, and at the Depot, Allegheny City.

For further information apply to TICKETS, Agent, JAMES DYE, Supt. Depot, Federal street, Allegheny.

The Western Pennsylvania Railroad will not assume risk for Baggage, except for Wearing Apparel, and limit their responsibility to ONE HUNDRED DOLLARS in value. All baggage exceeding this amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Sup't, Altoona, Pa.

ALLENTOWN ROUTE TO THE EAST.—SHORTEST AND FASTEST LINE

Between Pittsburgh and New York, via Harrisburg, Reading, Allentown and Easton.

NO CHANGE OF CARS BETWEEN PITTSBURGH AND NEW YORK.

SLEEPING CARS ON NIGHT TRAINS

Trains leave Union Depot of Pennsylvania Railroad in Pittsburgh, daily (except Sundays) as:

Leave Pittsburgh 11:30 a. m., 5:00 p. m., 7:40 p. m. and 2:30 a. m.

Arrive in New York 5:00 a. m., 10:00 a. m., 11:30 a. m. and 6:55 p. m.

Leave New York 9:00 a. m., 5:00 p. m., and 8:00 p. m.

Arrive in Pittsburgh 2:00 a. m., 9:00 a. m. and 1:30 p. m.

Leave New York for Pittsburgh, from station of CENTRAL RAILROAD OF NEW JERSEY, FOOT OF LIBERTY STREET.

At 9:00 a. m., 5:00 and 8:00 p. m.

Baggage checked to all points between Pittsburgh and New York.

H. P. BALDWIN, General Passenger Agent.

ALLEGHENY VALLEY RAILROAD.

Only Direct Route to the Oil Regions, Running Through to Venango City

Without Change of Cars, connecting with trains for all points on the Warren and Franklin Railroad and Atlantic and Great Western Railway, Oil City and Petroleum Railroad, and Franklin, and Susquehanna Railroad.

On and after APRIL 20th, 1868, Passenger Trains will leave from and arrive at the Depot, corner of Canal and Pike street, as follows:

	Depart.	Arrive.
Mail to and from Venango City	7:00 a m	6:15 p m
Express to and from Venango City	10:40 p m	12:20 a m
Brady's Bend Accom'n	3:00 p m	10:40 a m
Soda Works Accom'n	5:40 p m	7:55 a m
First Hulton Accom'n	8:30 a m	11:40 a m
Second Hulton Accom'n	14:00 m	2:55 p m

Church Train leaves Soda Works at 8:05 a. m., arriving at Pittsburgh, at 9:50 a. m. Returning, leaves Pittsburgh at 1:10 p. m., arriving at Soda Works at 2:55 p. m.

H. BLACKSTONE, Superintendent.
W. F. HOPE, Ticket Agent.

PITTSBURGH AND CONNELLSVILLE RAILROAD.

On and after THURSDAY, March 5, 1868, the Trains will leave the Depot, corner Grant and Water streets, as follows:

	Depart.	Arrive.
Mail to and from Uniontown	7:00 a m	6:00 p m
McKeesport Accommod'n	11:00 a m	6:05 p m
Express to and from Uniontown	3:00 p m	10:00 a m
West Newton Accom'n	4:30 p m	8:35 a m
Braddock's Accommodation	6:15 p m	7:50 p m
Night Accommodation to McKeesport	10:30 p m	6:40 a m
Sunday Church Train to and From West Newton	1:00 p m	10:00 a m

For tickets apply to J. R. KINO, Agent.
WM. B. STOUT, Sup't.

COMMISSION MERCHANTS.

PRODUCE.

A DESIRABLE STOCK OF

GREEN AND PRIED FRUIT, BUTTER, EGGS, HONEY, SORGHUM, MAPLE SUGAR AND MAPLE SYRUP, APPLE BUTTER AND CANNED FRUITS,

IN STORE AND FOR SALE BY

Voigt, Mahood & Co.,

PRODUCE COMMISSION MERCHANTS,

257 LIBERTY STREET.

BOWEN, POTTER & EBBS,

WOOL

Commission Merchants,

102 CHESTNUT STREET,

PHILADELPHIA.

Consignments solicited. Cash advances made. Sales guaranteed.

A. YONT,

COMMISSION MERCHANT,

FOR THE SALE OF

Flour, Bacon, Cheese, Dried Fruit, Wool, Hay, Grain, Lard, Butter, Green Fruit, Feathers, Tallow, Eggs, Beans,

And every thing in the line of PRODUCE, &c.

NO. 10 MARKET ST., Pittsburgh, Pa.

Prices Current sent on notice.

T. C. JENKINS.

CHECKERED FRONT,

273 LIBERTY STREET, PITTSBURGH,

COMMISSION MERCHANT,

AND

WHOLESALE DEALER IN FLOUR AND ALL KINDS OF PRODUCE.

Weekly Prices Current and Marking Plates sent to Consignors

PAINTERS.

REMOVED.

JOHN F. CLULEY

HAS REMOVED TO 134 SMITHFIELD ST.,

Directly opposite the old stand.

BARRY & BROTHER,

HOUSE AND SIGN PAINTERS,

NO. 13 SMITHFIELD STREET,

BREWERS.

JOS. SPENCER.....JAS. M'KAY.....ROBT. LIDDELL.

PERENIX STEAM BREWERY.

SPENCER, M'KAY & CO.,

MALSTERS AND BREWERS,

OF ALE, PORTER AND BROWN STOUT,

PITTSBURGH, PA.

ROBERT WATSON, Manager.

PETROLEUM.

S. S. WARING, Pittsburgh. MARCY H. KING, Philadelphia.

WARING & KING,

COMMISSION MERCHANTS AND BROKERS IN

PETROLEUM AND ITS PRODUCTS.

Office, No. 4 DUQUESNE WAY, Pittsburgh, Pa.

The Daily Commercial

THE OIL REGIONS.

Estimated Production in the Venango Territory.

The following is the Petroleum Center Record's estimated daily production on the farms and localities named for the week ending Saturday, June 13:

[illegible]

Total average daily production of the week ending June 13.....

The following is the amount of oil in sight at the points named, June 13, 1868:

Story Farm, 10,000 bbls; Petrolia Center, 6,000 bbls; Oil City, 10,000 bbls; A. Benham Farm, 1,500 bbls.

Shipments of crude from Miller Farm for the week ending June 13: To New York, 5,107 bbls; to Cleveland, 1,000 bbls.

Shipments from the Story Farm for the two weeks ending Friday, June 12: To Oil City, 600 bbls; to Cleveland, 1,500 bbls; to New York, one car; to Cleveland, 1,500 bbls; to Pittsburgh, 1,200 bbls.

A good deal of new stock on the Story Farm which is doing 150 barrels per day by pumping.

Of the 60,000 barrels of oil in bulk at Oil City, 10,000 barrels are sold at buyers' option for all of June.

In one part of Saturday are stated that the Shaffner well on the Rouse Farm, had increased to 100 barrels after being organized. That was a mistake. The well is now doing fifteen barrels. Before the torpedo was exploded it was doing only eight.

RAILWAY MATTERS.

—The District of Columbia has railroad communication with other sections of the country only by the Baltimore and Ohio Railroad, leading northward, and the Orange and Alexandria road, leading southward. During the present session of Congress, four bills have been introduced, providing for as many new lines leading from the District. They are the bills to define the Washington and New York Railway, of which the following are the corporators: Thomas A. Scott, John McVaine, W. B. Ege, James Duffy, James Andrews, William B. Wilson, James D. Cameron and E. Edgar Thomson, of Pennsylvania; William E. Dodge, Jr., Moses Taylor, H. S. McComb, of Delaware; Fayette Corning, E. R. Baxter, Elisha C. Litchfield, George W. Quintard, Alexander A. Orton, William P. Dixie, George L. Cassin, Roswell Rae, Augustus C. Richardson, Edward Gilchrist, H. Nichols, David Dows, Theodore C. Durant, E. C. Gray and Sidney Dillon, of New York; T. C. Peirce and C. B. Smithie, of New Jersey; John S. Eldridge, George S. Bronson, William Shearer and R. M. Spencer, of Washington; E. B. Talcott and John D. Ivory, of Illinois; Rich. R. Waite and William Baker, of Ohio; Delmar B. Emmons, of Michigan; James C. Kennedy and Charles A. Sherman, of the District of Columbia. The capital stock is to be two million dollars, and the road is to be finished in three years after commencement of the work.

The second bill provides for the incorporation of the Washington and Cincinnati Railroad Company, with H. Stephens, Richard Wethington, Thomas Wilson, Wm. H. Lamon, C. C. Willard, F. H. Wares and Simon Kelly, of Washington; Enos Pickrell, John C. Sidwell and R. B. Dodge, of Indiana; Daniel Wolf, Jr., Daniel Greenwood, Clemens and F. H. Peirson, of Ohio; D. H. Smith, H. J. Hunt, John W. Riggs, C. S. Wadsworth and H. S. Walker, of West Virginia; Samuel Cooper, Jr., Samuel Green, John F. Ray, Thomas Pugh, Josh Jones, Benjamin Lynch, John Campbell, H. Wares, Charles Fox, Wilson Greenwood, and F. Hughes, of Ohio, as commissioners or corporators. The capital stock is to be one million dollars, in shares of $100 each. The route is to be located by the Directors and Directors of said road, when completed, shall have full power to construct, complete and equip a railroad, with as many tracks as may be deemed necessary, beginning at a point on the Potomac river, at or near the mouth of Rock creek, in the District of Columbia, in the State of Virginia, or in the State of Maryland, at the option of the Directors of said road, thence through the State of Virginia to or near the Ohio river, at some point on the same between the city of Cincinnati, in the State of Ohio.

The third bill authorizes the building of a railroad from the District of Columbia to connect with the North Central railroad at or near the State line between Pennsylvania and Maryland, with Thomas McKennan, Moses Kelly, A. E. Shepherd, Dr. F. S. Carter, J. B. Fennell, John L. Kidwell, Charles Dudley, S. F. Brown, Wm. H. Clagett, Wm. Stone, Asbury Kendall, Chas. H. Ford, Joseph Casey, Chas. Hartshorn, Joseph Bacon, Charles Knight, of the District of Columbia; Charles E. Mayne, Silas Ellis, Washington Bonifant, James F. Bonifant, John Bassett, Edward Owens, J. B. Sunter, George Burroughs, of the State of Maryland, as corporators. The road according to the original bill, was to connect with the city of Washington via Brookville and Seneca Mills to the North Central railroad, at or near the State line aforesaid. But a few days ago the bill was modified so as to change the route in part, providing for the crossing of the Potomac at or near the Chain Bridge, and the connection of the road to a point on the Schuylkill river. The bill is now in the hands of the Committee on Roads and Canals of the House. The stock is fixed at $1,000,000, in shares of $100 each.

In the House of Representatives, on Monday, June 1, Mr. Getz, of Pennsylvania, introduced a bill "to authorize the construction of a railroad and telegraph line from the city of Washington, D. C., to the city of Cincinnati, Ohio, by the nearest direct line." The bill names as incorporators George S. Lusk, Charles Goine, D. C. Forney, William W. Dunne, Peter Gardner, of the District of Columbia; Thomas Swann, Charles B. Calvert, Francis Key Brooke, Thomas Hyde, of Maryland; William T. Otterson, Charles H. Hall, Andrew H. Salmon, of Pennsylvania; George W. Bowling, Alfred Symon, of Maryland; Theodore Cook, of Ohio, and all such persons as may hereafter be associated with them, under the title of "The Atlantic and Northern Union Railroad and Telegraph Company," who are authorized to construct a railroad and telegraph between the points named in the most feasible route, with authority to extend said line from Cincinnati to any other point on the same, also to carry mail on the Potomac river and Chesapeake bay.

All the above bills have been referred to the House Committee on Roads and Canals.

—The New Jersey, the Camden and Amboy, the Junction, the Philadelphia, Wilmington and Baltimore, and Baltimore and Ohio Railroad Companies, comprising the line connecting New York, Philadelphia, Baltimore and Washington, have effected an arrangement for a practical consolidation of their operations, so far as they relate to the accommodation of the public in through travel, by the adoption of a general system of management, through lines acting for them all, and regulating them all under one officer. It is understood that they have delegated the necessary authority in their new organization to effect any part of the changes to improve the route by better arrangements including the new style of compartment cars for families and parties traveling together, and for the comfort of those who are ill or who need quiet, and by connections, and other provisions for the public comfort. Mr. Joseph D. Pennington, Mr. Wm. Prescott Smith, of Baltimore, has been appointed General Manager of the route.

—It is authoritatively announced that the Pennsylvania Central Railroad Company has purchased the Mississippi and Missouri Air Line Railroad. When the road is built it will give the Pennsylvania Central direct communication with the rapidly growing points West from Pittsburgh to the Mississippi river, and bring Illinois and Iowa within a day's journey of the Atlantic seaboard.

CITY MATTERS.

[illegible]

Information for Ballroom Proprietors and Prize Agents.

[illegible]

The New Wards Laid Out.

The committee appointed in Councils to re-district the city held a meeting and considered the matter published a few days ago. After some discussion the report was adopted with an amendment to new the Seventh ward. Below the Pittsburgh and Connellsville railroad depot the committee took somewhat the meandering line of the present ward lines, and thus included the Seventh ward. The Second ward is to be extended to the Fourteenth ward, so as to include Temperanceville. The Thirteenth ward is to be extended to the Fifteenth ward, so as to include Manchester. The Twenty-first ward is to be extended to the Twenty-second ward, so as to include Allegheny City. The Twenty-second ward is to be extended to the Twenty-third ward, so as to include Birmingham. The Twenty-third ward is to be extended to the Twenty-fourth ward, so as to include Temperanceville. The Twenty-fourth ward is to be extended to the Twenty-fifth ward, so as to include Manchester. The Twenty-fifth ward is to be extended to the Twenty-sixth ward, so as to include Birmingham. The Twenty-sixth ward is to be extended to the Twenty-seventh ward, so as to include Temperanceville. The Twenty-seventh ward is to be extended to the Twenty-eighth ward, so as to include Manchester. The Twenty-eighth ward is to be extended to the Twenty-ninth ward, so as to include Birmingham. The Twenty-ninth ward is to be extended to the Thirtieth ward, so as to include Temperanceville. The Thirtieth ward is to be extended to the Thirty-first ward, so as to include Manchester. The Thirty-first ward is to be extended to the Thirty-second ward, so as to include Birmingham. The Thirty-second ward is to be extended to the Thirty-third ward, so as to include Temperanceville. The Thirty-third ward is to be extended to the Thirty-fourth ward, so as to include Manchester. The Thirty-fourth ward is to be extended to the Thirty-fifth ward, so as to include Birmingham. The Thirty-fifth ward is to be extended to the Thirty-sixth ward, so as to include Temperanceville. The Thirty-sixth ward is to be extended to the Thirty-seventh ward, so as to include Manchester. The Thirty-seventh ward is to be extended to the Thirty-eighth ward, so as to include Birmingham. The Thirty-eighth ward is to be extended to the Thirty-ninth ward, so as to include Temperanceville. The Thirty-ninth ward is to be extended to the Fortieth ward, so as to include Manchester. The Fortieth ward is to be extended to the Forty-first ward, so as to include Birmingham. The Forty-first ward is to be extended to the Forty-second ward, so as to include Temperanceville. The Forty-second ward is to be extended to the Forty-third ward, so as to include Manchester. The Forty-third ward is to be extended to the Forty-fourth ward, so as to include Birmingham. The Forty-fourth ward is to be extended to the Forty-fifth ward, so as to include Temperanceville. 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